

AMENDMENTS TO THE SPECIFICATION

The specification has been amended as follows:

[0025] ~~When~~ As shown in Fig. 2, when the load is applied to the front end of the carpet pad 18, the carpet pad 18 is buckled at the fragile part 19 thereof since the rear end of the carpet pad 18 is abutted on the cross member 17 to restrict the rearward movement of the carpet pad 18. Specifically, since the impact load collapses the grooved parts 19a and 19b of the carpet pad 18 in the direction of the length of the vehicle, the rear parts of the first grooved parts 19 are bent upward and the rear parts of the second grooved parts 19b are bent downward to cause the fragile part 19 to be buckled to an angular shape (turned downward).

[0028] Therefore, in the event of frontal crash, when impact is input to the toe board 12, the load thereof is transmitted to the carpet pad 18 via the ECU 14 and the mounting bracket 15, and the carpet pad 18 is buckled at the fragile part 19 thereof, so that the buckled carpet pad 18 can ~~be surely be~~ be surely prevented from interfering with the passenger's legs. As a result, the passenger's legs move rearward, and the passenger's ankles can be prevented from being bent rearward and locked. Therefore, the safety for the passenger can be ensured in the event of crash with a relatively simple structure.